



June 4, 2013

Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

RE: Recommendation to locate high-speed rail station in downtown Bakersfield

TransForm works to create world-class public transportation and walkable communities in the San Francisco Bay Area and beyond. Founded in 1997, TransForm's efforts have spanned local, regional, and statewide policies and programmatic work in support of public transportation, traditional neighborhood design, affordable homes, and bicycle/pedestrian safety.

TransForm supports and encourages HSR station siting in existing developed areas. Development in city centers provides the opportunity for true multimodal connectivity – linking local transit with regional and statewide transportation systems. Our position is in alignment with the Authority's commitment (via Prop 1A) to minimize sprawl and to locate stations in areas with "good access to local mass transit or other modes of transportation."

Research on the impacts of high speed rail stations indicate well-connected and centrally located HSR stations foster economic development. Our analysis of the Revised Business Plan, detailed in our report "Moving Ahead with High Speed Rail" (2012), identifies Bakersfield as one of the San Joaquin Valley cities uniquely situated to benefit from high-speed rail. A downtown Bakersfield station can attract businesses with large supplies of downtown land and existing office space. Bakersfield can also function as a gateway to tourist destinations in the Sierra Nevada, attracting tourists from coastal cities also served by high-speed rail. Additionally, a greenfield station outside of Bakersfield has the potential to promote low-density sprawl, negatively impacting core agricultural economies. In considering track alignments and the possibility of locating a station outside of Bakersfield, we strongly recommend that the Authority analyze the impacts on disadvantaged rural communities with the aim of generating benefits and preventing any negative impacts.

TransForm believes that healthy and vibrant communities result when diversity is nurtured and existing residents are included rather than displaced. TransForm encourages the authority to explore alternative alignments and station locations when possible to eliminate or mitigate displacement and to minimize impacts on existing residents and businesses. In the case of the proposed Bakersfield HSR station, we support and encourage the exploration of the Hybrid alignment proposal as an alternative to the staff recommendation, with special consideration given to minimizing and mitigating displacement of residents, public space, and services. However, we believe that the staff recommendation remains a superior choice in comparison to a greenfield location alternative.

Sincerely,

A handwritten signature in blue ink that reads "Stuart Cohen".

Stuart Cohen
Executive Director

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WWW.TRANSFORMCA.ORG

Say NO to "Blended Rail"

Californians in 2008 voted for Prop 1A, "The Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century".

"Blended Rail" - future High Speed Rail on Caltrain's tracks - would be NEITHER safe NOR reliable.

Caltrain platforms inches away from speeding HSR trains; 43 grade crossings for vehicles and pedestrians - these both greatly enhance the accident and train delay potential.

Far better, more safe and reliable, and much less costly: upgrade the UP Mulford route long used by Amtrak north from Santa Clara to a new BART/HSR station in Oakland where BART crosses overhead.

And then plan 5-County BART around the Bay, to the Golden Gate and Carquinez Bridges, Brentwood, and over the Altamont through Livermore. Let the voters decide, as they did for BART half a century ago.

Robert S. Allen

Robert S. Allen

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations.



CENTRAL VALLEY RAIL WORKING GROUP

June 6, 2013

Mr. Dan Richard
Chairperson, California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento CA 95814

RE: Letter of Support for Agenda Item ³/₈

Dear Chairperson Richard and Board Members,

Our 20-agency working group has been involved in the coordinated planning for passenger rail service between Sacramento and Merced since 2006. Our working group includes all the regional transportation planning agencies, regional rail operators, and major cities in the Sacramento to Merced section. We have been very good partners in the development of the high-speed rail project.

In 2008, as part of the Bay Area to Central Valley Program EIR/EIS, the CHSRA made a commitment to pursue project development for improvements in the Altamont Corridor. These improvements were aimed at providing a regional rail connection between the northern San Joaquin Valley and the Bay Area to complement the HSR system which uses the Pacheco Pass route to San Francisco via San Jose. The Central Valley Rail Working Group believes that a new/updated agreement is needed to reflect current policies defined in the 2012 CHSRA Business Plan, plans developed by the Northern California Rail Partners Working Group, and the HSR Early Investment Strategy for a Blended System in Northern California. It is prudent, and more consistent with the 2012 Revised CHSRA Business Plan to focus resources allocated to the Altamont Corridor on near-term improvements of the existing ACE (Altamont Corridor Express) service and to expand ACE to the initial operating segment of the high-speed system in Merced.

County of Sacramento
City of Sacramento
City of Elk Grove
City of Galt
Sacramento Area
Council of Governments
Sacramento Regional
Transit District
County of San Joaquin
City of Lodi
City of Stockton
City of Manteca
San Joaquin
Council of Governments
San Joaquin Regional
Rail Commission
San Joaquin
Regional Transit District
County of Stanislaus
City of Modesto
City of Turlock
Stanislaus
Council of Governments
County of Merced
City of Merced
Merced County
Association of Governments

*Member Agencies
in a
Memorandum of
Understanding*

The Central Valley Rail Working Group strongly supports the CHSRA amending the Memorandum of Understanding (MOU) with the San Joaquin Regional Rail Commission (SJRRRC) to transfer leadership and funding for Altamont Corridor planning to the SJRRRC. We urge you to take action and approve Agenda Item #3.

The Central Valley Rail Working Group looks forward to continuing to work with the CHSRA towards implementing a successful statewide high-speed rail network.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Cohn", with a stylized, flowing script.

Steve Cohn

Sacramento City Council Member, Sacramento Regional Transit Board Member, San Joaquin JPA Board Member, Capitol Corridor JPA Board Member

On behalf of the Central Valley Rail Working Group

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California State Senate

SENATOR
CATHLEEN GALGIANI
FIFTH SENATE DISTRICT



STANDING COMMITTEES

AGRICULTURE
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BUSINESS, PROFESSIONS &
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GOVERNMENTAL
ORGANIZATION

TRANSPORTATION &
HOUSING

June 6, 2013

Mr. Dan Richard
Chairperson, California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento CA 95814

RE: Letter of Support for Agenda Item 3

Dear Chairperson Richard and Board Members,

I am pleased to offer my strong support for the CHSRA amending the Memorandum of Understanding (MOU) with the San Joaquin Regional Rail Commission (SJRRRC) to transfer leadership and funding for Altamont Corridor planning to the SJRRRC. I ask that you take action on this today by voting to approve Agenda Item 3.

As the author of Proposition 1A, the \$10 billion bond measure which provides your state funding for implementing high-speed rail in California, I have championed high-speed rail in the Legislature for many years.

In 2008, as part of the Bay Area to Central Valley Program EIR/EIS, the CHSRA made a commitment to pursue project development for improvements in the Altamont Corridor. These improvements are to provide a regional rail connection between the northern San Joaquin Valley and the Bay Area which will complement the statewide HSR system.

Your commitment to the Altamont Corridor was critical to both the passage of Prop 1A in 2008, and to the passage of Senate Bill 1029 last year which authorized the use of state and federal funds for the first construction segment of the high-speed rail system. The allocation of \$36.4 million in SB 1029 to the Altamont Corridor was to help fulfil the commitment made by CHSRA.

Providing resources allocated to the Altamont Corridor to the SJRRRC to lead the planning and environmental work needed for near-term improvements of the existing ACE (Altamont Corridor Express) service and to expand ACE to the initial operating segment of the high-speed system in Merced supports your 2012 Revised CHSRA Business Plan, and the phased implementation of high-speed rail. This action is consistent with the intent of both Prop 1A and SB 1029.

I congratulate you on your progress and I look forward to continuing to work with you to implement a world-class statewide high-speed rail network that will benefit our great State for generations to come.

Sincerely,

A handwritten signature in blue ink that reads "Cathleen Galgiani". The signature is fluid and cursive, with the first name "Cathleen" and last name "Galgiani" clearly distinguishable.

Senator Cathleen Galgiani
District 5

CC: Dan Richard, Lynn Schenk, Tom Richards, Jim Hartnett, Katherine Perez-Estolano, Mike Rossi, Tom Umberg, Patrick Henning Sr.